

RESIDENTIAL POPULATION V. DAYTIME POPULATION

Prepared for the Revenue and Taxation Interim Committee

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September 20, 2017



Residential Population

- Count of residents for a geographic area (city, county, state, etc.)
- Residential population is typically what is meant when we use the term “population”
- Does not account for the movement of people
- Residential population is estimated by:
 - U.S. Census Bureau
 - Utah Population Estimates Committee
- Used in current 50/50 distribution formula

Daytime Population

- Takes into account the movement of people such as:
 - Commuters going to work or school
 - Tourists visiting various attractions
 - Business travelers conducting business
 - Other movement (shopping, eating out, banking, registering a vehicle, etc.)
 - Commuting / traveling patterns
- Why is daytime population important?
 - Local governments provide services to more than just residences (workers, tourists, students, etc.)
 - Emergency management

Daytime Population

- Staff was asked to come up with some distribution options that would take into account daytime population
- Addressing the components of daytime population
 - Commuters going to work or school → **census commuter data**
 - Tourists visiting various attractions → **county transient room tax**
 - Business travelers conducting business → ???
 - Other movement → ???; **current formula may already accounts for this**
 - Commuting / traveling patterns → **number of paved lane miles**

Daytime Population

- Handout
- Four options that take into account daytime population:
 - **Option 1 (100%)** - based 100% on commuter adjusted population
 - **Option 2 (50/50)** - based 50% on population and 50% on commuter adjusted population
 - **Option 3 (40/40/20)** - based 40% on population, 40% on commuter adjusted population, and 20% on hotel stays (I have used the county transient room tax as a proxy for hotel stays)
 - **Option 4 (40/40/15/5)** - based 40% on population, 40% on commuter adjusted population, 15% on hotel stays, and 5% on commuting and traveling patterns (paved lane miles)
- There may be better data sources
- Weights are somewhat arbitrary

Major Trends

- **Option 1 (100%)** – benefits cities with a lot of workers (see Price and Salt Lake City)
- **Option 2 (50/50)** – tempers gains and losses under Option 1 (see Mantua and Snowville)
- **Option 3 (40/40/20)** – benefits cities with a large tourism industry (see Moab)
- **Option 4 (40/40/15/5)** – primarily benefits unincorporated areas due to having a large proportion of paved lane miles (Carbon County and Juab County)